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Enquiries To Chris Hirst
Direct Line 0370 779 0563
Date 27 May 2021

My reference 032146
Your reference APP/21/00405
Email havantdc@hants.gov.uk

Dear Sir,

Langstone Technology Park, 2B Langstone Road, Havant, PO9 1SA

**Variation of Conditions 2, 3, 8, 18, 19, 22 and 25 of Planning Permission
APP/19/00703 relating to the erection of the flexible use industrial units in the
south-western corner of the site (Phase 1).**

Thank you for consulting the Highway Authority on the above planning application. The applicant is seeking to vary the planning permission granted under planning reference APP/19/00703 (to which the Highway Authority raised no objection, subject to S106 obligations and conditions) to reconfigure the agreed floorspace usage.

A Transport Statement (TS) has been submitted to address the transport implications associated with the proposed reconfiguration. Following a review of this document, the Highway Authority wish to make the following comments.

Development Proposals

Planning permission was previously granted for the following:

- The part demolition of Building 1000;
- The erection of new flexible industrial units totalling 12,575m²; and
- A new parking layout with associated works to access.

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Stuart Jarvis BSc DipTP FCIHT MRTPI*

The revised planning application seeks to reduce the total area of the new flexible industrial units to 11,290m² which also features changes to the car parking layout.

In accordance with the permitted development, access will still be taken from Brockhampton Road which is considered acceptable. Pedestrian and cycle access to the site, along with the contribution payment towards the upgrade of Footpath 51, will remain unchanged the previous permission.

Parking

In their capacity as local parking authority, Havant Borough Council should determine whether the amended quantum of parking meets adopted parking standards.

Traffic Impact

To assess the trip generation associated with the proposed development, the trip rates utilised within the Transport Assessment associated with the permitted development have been utilised which is considered an acceptable approach.

Taking account of the revised scheme by comparing the proposed development trips to those agreed as part of the permitted development, a reduction of 4 trips in the AM peak hour and 3 trips in the PM peak hour are proposed. It is therefore agreed that the development proposals would result in a marginal reduction in trips when compared to the permitted development.

Recommendation

The TS has demonstrated that the revised proposals at Langstone Technology Park would not result in a severe impact on the local highway network, subject to the measures agreed and secured under planning reference APP/19/00703.

The Highway Authority therefore recommend no reason for refusal, subject to the following:

S106 Obligations

- Payment of the £67,500 contribution towards the upgrade of Footpath 51 prior to commencement of development;
- Provision of appropriate signage to tie the upgrade Footpath 51 to the existing shared use facilities on Langstone Road with details of the signage requirements to be agreed prior to occupation;
- Payment of the £25,000 contribution towards the bus infrastructure upgrade prior to occupation of development;
- Langstone Road right turn lane works and additional signage at the

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roundabout to be implemented prior to occupation of development;

- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to occupation; and
- Provision of a bond, or other form of financial surety, in respect of measures within the Travel Plan prior to occupation.

Conditions

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety

- No development hereby permitted shall be occupied until a Management Plan for the proposed traffic barriers within the site has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before any part of the development hereby permitted is occupied and retained in perpetuity.

Reason:

In the interests of highway safety and operation.

I trust that the above is clear however should you have any queries, please feel free to contact Chris Hirst on the number noted above.

Yours sincerely,

Chris Hirst

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI